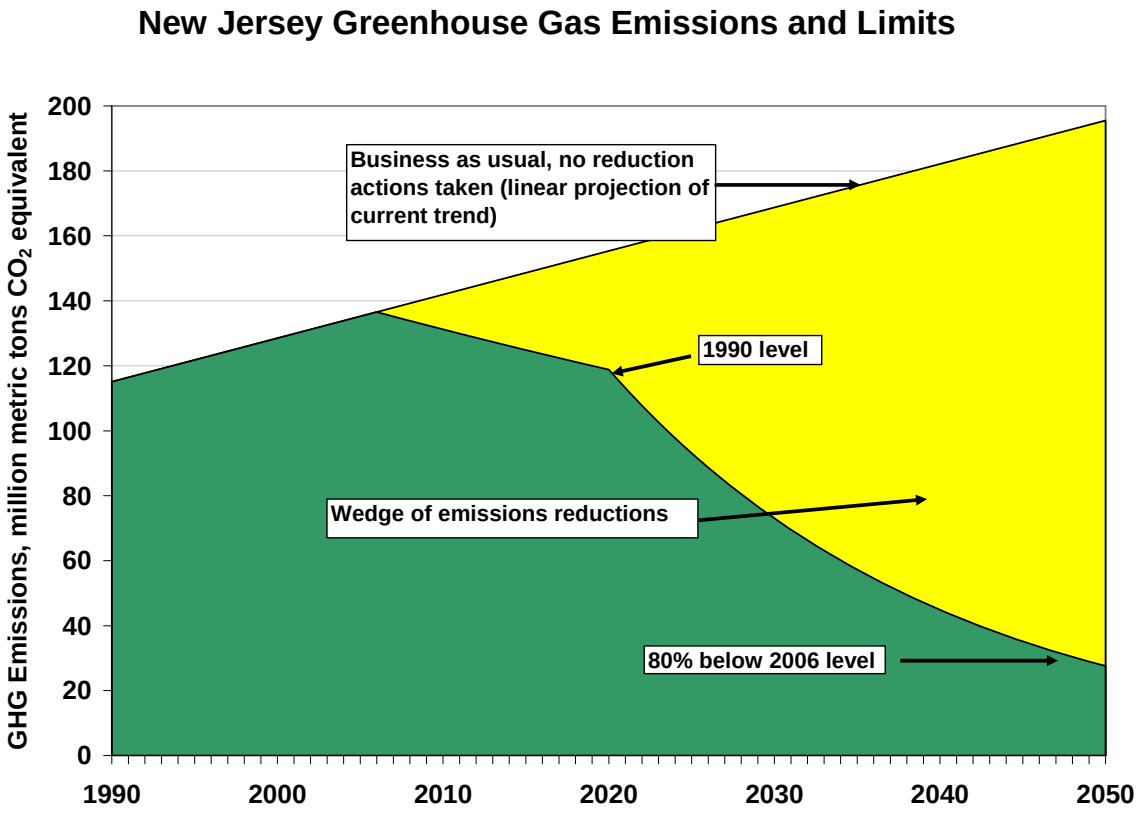
New Jersey Greenhouse Gas Emissions

1990: 133 million short tons CO_2-equivalent (121 million metric tons)

2004: 147 million short tons CO_2-equivalent (133 million metric tons)

2020 (projected): 172 – 183 million short tons CO_2-equivalent (156 – 166 million metric tons)

The 2020 emissions cap required by the Global Warming Response Act (A3301, S2114) represents an approximately 25% reduction in greenhouse gas emissions relative to projected business-as-usual emissions.



The State is already targeting the two largest greenhouse gas-emitting sectors through mandatory programs and has proposed an aggressive statewide energy efficiency goal.

- The Energy Master Plan goal of reducing statewide energy use by 20% in 2020 relative to projected business-as-usual energy use will achieve significant greenhouse gas emissions reductions (more than 85% of New Jersey greenhouse gas emissions are due to combustion of fossil fuels for energy).

- Enactment of the California Low Emission Vehicle (LEV) program greenhouse gas emissions standards for light-duty vehicles is projected to result in an 18% reduction in CO_2-equivalent emissions from the New Jersey light-duty vehicle fleet in 2020 relative to projected business-as-usual emissions.[1] The adopted rules require automakers to reduce fleet-wide average greenhouse gas emissions from the vehicles they sell in New Jersey 30% by 2016.

- Implementation of the Regional Greenhouse Gas Initiative is projected to result in a 16% reduction in regional power sector CO_2 emissions in 2020 relative to projected business-as-usual emissions.[2] New Jersey is projected to achieve electric power sector emissions reductions of more than 19% in 2020 relative to projected business-as-usual emissions, although actual New Jersey emissions reductions would be subject to the outcome of trading in the regional RGGI CO_2 market.[3] The first mandatory market-based program to reduce carbon emissions in the U.S., the RGGI cap-and-trade program will cap regional power plant CO_2 emissions at approximately current levels from 2009 through 2014 and reduce emissions 10% below this level by 2018.

- Enactment of the Renewable Portfolio Standard increase to 20% Class-I renewable energy by 2020 will support achievement of the RGGI cap and lead to supplemental greenhouse gas emissions reductions due to renewable energy generation outside the RGGI region used to meet New Jersey's RPS requirements.

[1] Based on Northeast States for Coordinated Air Use Management (NESCAUM) analysis, "Northeast State GHG Emission Reduction Potential from Adoption of the California Motor Vehicle GHG Standards," available at http://www.nescaum.org/topics/automobile-emissions.

[2] Based on most recent IPM energy sector modeling conducted for the RGGI Staff Working Group (model runs dated October 11, 2006), available at http://www.rggi.org/documents.htm. Includes emissions reductions achieved through emissions offsets.

[3] The New Jersey emissions reduction estimate is for in-state emissions due to electricity generation. The projected emissions reduction of 19% relative to BAU emissions does not include emissions reductions achieved through emissions offsets. If prorating regional emissions reductions achieved through emissions offsets based on the New Jersey share of the initial RGGI emissions budget, the New Jersey projected emissions reduction relative to BAU emissions is 22%.